

From: [John Garnham](#)
To: [Ana Maria Maxey](#)
Subject: FW: BART - Final acceptance List Item 145
Date: Thursday, August 22, 2019 7:13:05 AM

From: Pierre Alexandre Beaumont <pierre_alexandre.beaumont@rail.bombardier.com>
Sent: Tuesday, March 27, 2018 12:16 PM
To: Jim LaGuardia <jlaguar@caltel.com>; Henry Kolesar <hkolesa@bart.gov>; Frank Kiraly <fkiraly@bart.gov>; John Garnham <JGarnha@bart.gov>
Cc: 071 Project Management <071Project.Management@rail.bombardier.com>; New Vehicle Procurement <bnvp@bart.gov>; Denis Ricard <denis.ricard@rail.bombardier.com>
Subject: RE: BART - Final acceptance List Item 145

Hi Jim,

What MATTEI is stating is that the FMI calls for a change of MPV at 120 psi. Once this is done, MATTEI claims that the oil/air separator is able to do its job are there is no more carry over.

When the FMI is not done (MPV=110psi), oil is passing out of the compressor along with the air and oil would appear in the dryer desiccant canisters and in the air supply unit in the area around the silencers.

This summarize what was seen on 2 of the units that were returned with no oil.

Let me know if this answers the question,

PA

Pierre Alexandre
x6296

From: Jim LaGuardia [<mailto:jlaguar@caltel.com>]
Sent: 27 mars 2018 15:06
To: Pierre Alexandre Beaumont <pierre_alexandre.beaumont@rail.bombardier.com>; 'Henry Kolesar' <hkolesa@bart.gov>; fkiraly@bart.gov; 'John Garnham' <JGarnha@bart.gov>
Cc: 071 Project Management <071Project.Management@rail.bombardier.com>; 'New Vehicle Procurement' <bnvp@bart.gov>; Denis Ricard <denis.ricard@rail.bombardier.com>
Subject: RE: BART - Final acceptance List Item 145

Hi PA

So which cars have dryer desiccant canisters at risk of being soaked with oil?

Jim

From: Pierre Alexandre Beaumont [mailto:pierre_alexandre.beaumont@rail.bombardier.com]
Sent: Tuesday, March 27, 2018 12:01 PM
To: Henry Kolesar; Jim LaGuardia; fkiraly@bart.gov; John Garnham
Cc: 071 Project Management; New Vehicle Procurement; Denis Ricard
Subject: BART - Final acceptance List Item 145

Hi all,

Please see below more explanation on the oil leak of the ASU. Let me know if this answer the question, if not I'll setup a conf call.

Thanks

PA

Pierre Alexandre
x6296

From: Doug Franz [<mailto:dfranz@matteicomp.com>]
Sent: 27 mars 2018 14:46
To: Pierre Alexandre Beaumont <pierre_alexandre.beaumont@rail.bombardier.com>; Gabriel Forget <gabriel.forget@rail.bombardier.com>; Sharon Simpson <sharon.simpson@rail.bombardier.com>; Michael Lapointe <michael.lapointe@rail.bombardier.com>; Denis Arsenault <denis.arsenault@rail.bombardier.com>; Janick Lavoie <janick.lavoie@rail.bombardier.com>; Richard Couture <richard.couture@rail.bombardier.com>
Cc: Caroline Nadeau <caroline.nadeau@rail.bombardier.com>
Subject: RE: Air Compressors Missing Oil

Pierre, I appreciate that your customer is asking questions.

The maximum pressure output by the compressor is set at 147 psi.

There is a valve inside the compressor that is spring-loaded normally closed, that opens when the pressure inside the compressor reaches a set value. It's called the Minimum Pressure Valve (MPV). This value was originally set to 110 psi.

When the dryer on the air supply unit purges, the pressure within the compressor drops from the output pressure to the MPV pressure very quickly. This coincides with a rush of air from the compressor into the dryer. This rush of air from the compressor was overwhelming the built-in oil/air separator, and oil was passing out of the compressor along with the air. The oil would appear in the dryer desiccant canisters and in the air supply unit in the area around the silencers.

By increasing the setting of the MPV as part of our FCN 17-005, we are now setting the MPV at 120 psi. Now, when the dryer purges, the compressor experiences a 27 psi pressure drop instead of a 37 psi pressure drop. This is enough to greatly reduce the amount of air that rushes out of the compressor with each dryer purge. The oil/air separator is able to do its job, and everything works much better.

Thank you.

Doug Franz

Materials Manager

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